

# The Hongkong Telegraph.

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September 7th, 1911, Temperature 10 a.m. 83, 4 p.m. 81; Humidity...67, 78.

September 7th, 1910, Temperature 10 a.m. 77, 4 p.m. 80; Humidity...84, 69.

No. 8569

號六十月七年三統宣

FRIDAY, SEPTEMBER 8 1911

號八月九年十

336 PER ANNUM  
SINGAPORE 10 CENTS

## REUTER'S TELEGRAMS.

### G. O. M.'S GRANDSON.

#### YOUNG SCOTS' SUPPORT.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 7, 2.35 p.m.

The Young Scots party had a meeting on the 2nd inst. and after a protracted and lively discussion decided, by a narrow majority, to support the candidature of Mr. W. E. Gladstone, grandson of the "Grand Old Man," for the representation of Kilmarnock in Parliament.

### CHINESE FOREIGN MINISTER.

#### RECEPTION IN ITALY.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 7, 2.35 p.m.

King Emmanuel has received and banquetted the Chinese Foreign Minister at the palace at Racconigi.

### CANADA AND AMERICA

#### THE RECIPROCITY AGREEMENT.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 7, 10 a.m.

Routier's correspondent at Ottawa reports that Mr. Sifton, ex-Minister of the Interior in the Laurier Ministry, has denounced reciprocity as a menace to the commercial independence of Canada. He contrasted the prosperity of Canada, where employment was abundant, with the conditions in the United States, where thousands of railway men and factory workers were being dismissed.

#### FRESHWATER FISHERIES.

Via Bombay, Sept. 7, 2.35 p.m.

Ottawa reports that Canada has withdrawn from the agreement, of March, 1908, with the United States regulating the international freshwater fisheries, on the ground that the amendments demanded by American interests particularly on Lake Michigan are inadmissible.

### NAVAL MOBILISATION.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 7, 2.35 p.m.

Captain Alexander Duff has been appointed Director of Naval Mobilisation in succession to Rear-Admiral King-Hall, who becomes Rear-Admiral of the Second Division of the Home Fleet.

## REUTER'S TELEGRAMS.

### LINKING THE EMPIRE.

#### ADMIRALTY'S PROPOSALS.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 7, 10 a.m.

The "Standard" reports that in pursuance of a decision by the Imperial Conference the Admiralty is actively engaged in organising a complete wireless system linking up the Empire with the Admiralty. It is expected that the system will shortly be sufficiently advanced to enable the Admiralty to direct the movements of practically every unit of the British fleet.

#### THE CHANNEL SWIM.

#### ROYAL CONGRATULATIONS.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 7, 10 a.m.

Burgess suffered severely from sea sickness at the beginning of the swim and was occasionally delirious and depressed, whereupon the occupants of the accompanying boats struck up the "Marseillaise." The course taken by the swimmer resembled a capital M. His Majesty the King wired his congratulations.

#### NONE THE WORSE.

Via Durban, Sept. 7, 4.30 p.m.

Burgess, after his long swim across the English Channel, is not affected to-day, with the exception of his eyes being weak.

### GERMAN NAVAL MANŒUVRES.

#### TORPEDO NIGHT ATTACK.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 7, 2.35 p.m.

The German naval manœuvres concluded with a great night attack by torpedo boats. Emperor Wilhelm and the Archduke Ferdinand were both present and witnessed the attack.

#### SHORT SHRIFF.

#### PERSIAN REBEL LEADER.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 7, 2.35 p.m.

Sardar Arshad, who unsuccessfully led a force of Turcomans against the Government troops near Teheran and was captured with three hundred of his followers, has been executed.

## REUTER'S TELEGRAMS.

### FRANCE AND GERMANY.

#### EXCHANGING VIEWS.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 7, 3.55 p.m.

The "Cologne Gazette" publishes an inspired telegram from Berlin to the effect that an examination of the French proposals presented by M. Cambon gives occasion for German counter-proposals. What actually concerns Germany is the adequate safeguarding of her important economic interests in Morocco, but the preliminaries are so far advanced that a speedy settlement may be expected. This is regarded as indicating that the negotiations will henceforth be concentrated upon obtaining guarantees of economic equality for Germans in Morocco. The question of territorial compensation in the Congo region is not likely to cause further trouble.

#### WAR RISKS.

Via Durban, Sept. 7, 4.30 p.m.

War risks have risen to twelve per cent., owing to increased business.

#### GERMANY'S REPLY.

Bombay, Sept. 8, 7.05 a.m.

A conference was held last night between Herr Kiderlin Waechter and Dr. von Pothmann-Hollweg, followed by another to-day. It is understood that Germany's reply has been drafted.

Herr Kiderlin Waechter met M. Cambon to-night.

### THE MURDERED MISSIONARY.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 7, 4.30 p.m.

The scene of the murder of the American missionary named Davis, who was done to death by natives on account of their being exasperated by his anti-polygamy preaching, was the interior of British Guiana.

#### AN AUTHORESS'S DEATH.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 7, 11.15 p.m.

At the inquest in connection with the death of Miss Katherine Thurston, who was found dead in bed in a hotel at Cork, a verdict of "Death from natural causes" was returned.

## REUTER'S TELEGRAMS.

### THE STRIKES.

#### PUBLIC MUST PAY.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 8, 7.35 a.m.

The Liverpool Transatlantic Shipowners will increase freights ten per cent. next week on account of the increase in the wages of the seamen and the loss sustained by the delays on account of the strike.

#### EFFECT ON BRITISH TRADE.

The decrease in imports in the month of August amounted to £1,418,811 and in exports to £2,556,183. This is attributed to the strike.

The decrease in imports was principally in raw manufacturing materials, cotton accounting for £537,215.

In exports the decreases were in ships, electrical and wool manufactures.

On the other hand the imports of food, drink and tobacco show a big increase, also the exports of cotton manufactures.

#### AVIATION.

#### ANOTHER ACCIDENT.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 8, 7.35 a.m.

An aviator named Sengo fell at Karlsruhe, Baden, and fractured his skull.

#### A DOUBLE FATALITY.

Bombay, Sept. 8, 7.15 a.m.

The aviator La Coue and a passenger were proceeding by aeroplane from Muelhausen to Strasburg when the machine fell from a height of sixty feet.

The aviator and his companion were killed.

Eyewitnesses say that the accident was due to a motor explosion.

#### THE ST. LEGER.

#### LATEST BETTING.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 8, 7.35 a.m.

The betting on the St. Leger is as follows:—  
15 to 8 agt. King William.  
8 to 1 agt. Lydon.  
4 to 1 agt. Prince of Wales.

## REUTER'S TELEGRAMS.

### THE JEWISH CHURCH.

#### [SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 7, 11.15 p.m.

Owing to the difficulty experienced in finding a successor to the late Very Rev. Hermann Adler, D.D., who was Chief Rabbi of the United Hebrew Congregations of the British Empire, a resolution is to be moved at the Council of the United Synagogues to abolish the Chief Rabbinate. The "Jewish Chronicle," however, urges the appointment of a successor at the earliest moment.

#### REPEL BOARDERS.

A Merchant's Petition.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, September 7.

It is a constant practice among the boarding house runner in Canton to go on board steamers arriving from foreign ports while they are still under way. Their presence on board the steamers is a regular nuisance to the passengers. As these runners generally insist upon the passengers going to their boarding houses and are in the habit of improperly handling luggage, many cases of larceny have occurred. A merchant has sent a petition to the Taotai of the Promotion of Industries, complaining of this state of affairs and begging the Taotai to have this nuisance stopped. The Taotai has instructed the Water Police Bureau to investigate and report.

#### LAUGHTER.

Laughter is a subject on which the opinions of mankind appear to be divided. It was only recently that we were reading a doctor's opinion to the effect that it was the best possible tonic, and should be indulged in at all seasons without restraint. To-day, however, we see a flaw in this doctrine. It would seem that the medicine-man had not calculated the effect of the guffaws on those in the near neighbourhood of the laughter. From the "Express" we extract this heart-cry:—"Sir—What can be done with the foolish person who sits in a railway-carriage reading a funny book and uttering loud laughs at intervals of five minutes? These sudden outbursts are very irritating." We are rather of this writer's opinion. It is human nature to want to share in a good thing, and when our neighbour is obviously on to something humorous, curiosity urges us to investigate. Dignity, however, holds us back, and we become, in consequence, a sort of arena for a civil war. That is the real trouble, that laughter, unless shared, is irritating. We prefer the man who is gloomy when we are inclined to mirth to the man who roars with laughter when we are inclined to gloom. "The noisy laugh of clerks on omnibuses" has been set down by the late Sir W. S. Gilbert as one of the chief ills that rack the nicely-balanced mind. Why? Because it is something apart, something in which we do not share. Just so. Meanwhile, what is to be done about the man who chuckles over a book in a railway-carriage? Some day some public-spirited citizen will throw him out of the window, and there will be a test-case to settle the rights of passengers.—"The Globe."

## CHINESE TELEGRAMS.

### NATIONALIZATION OF RAILWAYS.

#### OPPOSITION IN SZE-CHUAN.

[SHANGHAI SERVICE.]

Peking, September 7.

The people of Sze-chuan have submitted a formal memorial to the Viceroy of their province declaring that they will pay no contributions to the Government and will deduct a portion of the tax on paddy-fields, etc., in order to cover the loss of their interest on the railway shares through the nationalization of railways.

#### THE DIRECTOR GENERAL.

[SHANGHAI SERVICE.]

Peking, Sept. 7.

H.E. Tuan Fang has, in view of the strike in Sze-chuan in opposition to the nationalization of railways, begged the Throne to withdraw the edict requiring him to proceed to the province to enquire into the cause of the trouble.

His request has been refused by the Throne.

#### CALAMITY IN KIANGSU.

#### RELIEF REQUESTED.

[SHANGHAI SERVICE.]

Peking, Sept. 7.

The Governor of Kiangsu has memorialized the Throne regarding the calamity that has befallen the province in the form of unconsoling heavy rain, and begged that a grant of Tls. 40,000 from the Imperial Treasury should be given to him to relieve the distress.

### CHINA'S DIPLOMATIC SERVICE.

#### NEW APPOINTMENTS.

[SHANGHAI SERVICE.]

An Imperial Edict has been issued appointing H.E. Luk Ching Cheung Chinese Minister to St. Petersburg and H.E. Lau Kong Yun as the Minister accredited to Holland.

## CHINESE TELEGRAMS.

### ARSENAL IN HONAN.

#### GERMAN FIRM GETS CONTRACT.

[SHANGHAI SERVICE.]

Peking, Sept. 7.

H.E. Yun Cheong, President of the Army Board, has signed a contract with a German merchant for the construction of an arsenal in Cheung-Tak prefecture in the province of Honan.

#### FLOOD AND FAMINE.

#### RICE RIOTS.

[SHANGHAI SERVICE.]

Peking, September 7.

The incessant rains in Sochow and Sung-chow have driven the poorer people to the point of starvation.

The wretched sufferers are looting the houses of the better class and robbing the rice shops. Many rich gentry of Sung Sui district have been robbed and their houses demolished. The loss they have sustained is estimated to exceed several hundred thousand taels. The Magistrate of Old-man district, while endeavouring to maintain order, was severely wounded by the mob. By order of the Governor of Kiangsu, martial law has been proclaimed.

Peace has now been restored and the riots are flying for their lives.

### SHEK-LUNG DIS- TURBANCES.

#### Quiet Restored.

[THE "TELEGRAPH" CORRESPONDENT.]  
Canton, September 7.  
Early yesterday morning, the Brigadier General Wong Pui Chung in command of two hundred soldiers left for Shek-lung, the scene of the disturbance on the Chinese section of the Canton-Kowloon Railway, in order to assist the local authorities in the maintenance of order. In the course of the afternoon, the Brigadier General despatched a telegram to the Viceroy stating that the place had already resumed its former state of tranquillity.

The Weather Forecast.







# IT TEMPTS THE PALATE! ICE CREAM SODA Our New Drink DELICIOUS AND REFRESHING A. S. Watson & Co., Ltd.

Hongkong, 24th August, 1910.

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union

## The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 8, 1911.

## THE WAR CLOUD.

The Moroccan question would appear to be rapidly approaching a definite and happy conclusion, despite the fact that unofficial bodies in both France and Germany are, to a certain extent, keeping up a war scare among the two peoples. The earliest telegram, that we received yesterday, showed that the German Navy League has abandoned the cautious reserve that it has maintained throughout the conversations between the two Powers, and at the eleventh hour would seem to have somewhat complicated matters by rushing out a vigorous pamphlet appealing for a further strengthening of the Navy. It has, however, to be remembered always that such ebullitions, like colossal naval and military reviews, are after all the cards with which diplomats play their dangerous game. On the other hand France requires a hurried settlement on account of the number of men, who, in accordance with the two years' service system, leave the army on September 20, and, if a settlement is not arrived at by the 15th, it is possible that they will be kept under arms until a settlement is reached. Add to these facts the statement that war risks have been increased by reason of brisk business, and the only inference possible would appear to be that there are still rocks on which the negotiations may split. However, regrettable a protraction of the parleys might be, there is the faint consolation that this very deliberation may lead to a more definite settlement than did the conference of Algiers. We know that two very capable statesmen are thrashing the matter out, and no one can doubt that their aims are all for peace. The last proposals of Mr. Cambon, on behalf of his Government, seem to be of a satisfactory nature for, if latter is correct, the only matter to be settled is the question of guaranteeing economic equality for German traders in Morocco. This is a perfectly legitimate demand, and one which should easily be met.

Though there was a feeling at the time, that Mr. Lloyd George's declaration at the Guildhall was not calculated to improve matters, it is quite possible that his speech has done much to bring about the more favorable state of affairs that seems to prevail at present. Undoubtedly, at the moment it seemed to partake of the character of an ominous threat, but seen in the light of our later knowledge, what was really accomplished was to give a clear indication as to the nature of a settlement which would be acceptable to Great Britain. It really cleared the ground and removed the possibility of France and Germany coming to an agreement which would be prejudicial to British interests and consequently another cause for alarm and exorcisms. There could be no doubt, after the Guildhall speech in regard to the exact position taken up by England. Though it did not say so, the declaration meant that the integrity of the Moroccan state, so far as it really exists, should be maintained. As far back as August 5, M. Cambon and Herr Kiderlen-Wachter had arrived at a supposition on matters of principle. There was a rupture in the negotiations, but that has been bridged, and all that remains to be done is the elaboration of a detailed agreement, which necessarily will take time. A European war as a means of settlement would have been as wicked as futile, and we cannot conceive that it was deliberately contemplated by responsible statesmen. The next war, when it comes, should not be upon some issue which is secretly understood outside the Chamber of Deputies. War can only be justified as the final protest against aggression or when it is in defence of national honour. That the statesmen of the two great countries primarily concerned in the Moroccan dispute will be able to let the shafts of reasonable compromise penetrate the war cloud is fervently to be hoped, and we trust that affairs will shortly so develop that such a happy outcome may be anticipated with confidence.

## DAY BY DAY.

An epigram is made up of wit and wisdom flavoured with surprise.

A Chinese steamer bound for Kirin has been attacked by some thirty mounted bandits, who boarded the steamer and seized 30,000 taels in cash and other articles belonging to the passengers.

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's Office at Hongkong:—Cambon (2); Burnett, Divoto, Hasell, Hongkong, Hongkong, Kungtienchong, Linon.

The King of Siam has conferred the third class of the Order of the White Elephant of Siam on Colonel C. V. Hume, formerly military governor of the Crown Prince of Siam, and the decoration has been handed to him by H. R. H. the Prince of Pitsanulok. Colonel Hume, it will be remembered, was the British Military Attaché at Tokyo at the time of the Russo-Japanese War.

Two month's hard labour was given a man this morning at the Magistracy, for storing the police in Bonham Street.

## Professional Woes.

An actress of the Chung Hing Theatre, has complained to the police that a box containing her clothing has been lost in transit to the Colony.

## Obstruction.

Three shopkeepers were charged to-day, at the Magistracy, with causing obstructions in Des Voeux Road Central. Two were fined \$5 and the other \$3.

## Trans-Pacific Rates.

The "Tokyo Asahi" reports that the Steamship Companies Union in Yokohama, including the Nippon Yusen Kaisha and others, are holding negotiations to lower the rate of freight on wheat, flour and other goods on the return voyages from the Pacific Coast. The paper adds that on outgoing steamers from Japan these steamers are carrying a full cargo, but not so on return voyages.

## Running Amok.

News has reached Labuan that Inchi, Mohidin, Malay Magistrate at Patung Brunei, and his clerk Haji Mohamed have been killed and a policeman wounded by a Lutong native, who ran amok. It is presumed, in the magistrate's office. Full details are not to hand, but from what can be gathered Inchi Mohidin must have been seated at his desk when the culprit chopped his head clean off. The man is still at large.

## Japanese Wireless Stations.

In addition to wireless stations at Ochiishi, Choshi, Ose-misaki, Shio-misaki and Kadojima, the Japanese Communications Department will next year install apparatus at twenty points near the coast of Tokyo, Osaka, Yokohama, Kobe, Moji, Nagata, Akita, Hiroshima, Otsu, Sapporo, Hakodate and Aomori. Furthermore, apparatus will also be installed in the principal post-offices in the country, the installation expense at each office being estimated at ¥2,000.

## For Months and Months.

A Chinese youth and another defendant named Tetz were sued in the Summary Court this morning for \$140 odd and \$80 respectively, money due on promissory notes. In the case of the first defendant, an order was made for monthly instalments of \$8, while in the case of the second, who is paying \$5 a month on another judgment, an order was made for monthly instalments of \$3, first instalment to be due on October 1.

## Japanese Peacemakers.

On August 24 Baron Hiraoka, Home Minister; Baron Otsu, Minister for Agriculture and Commerce; Baron Chinda, Ambassador to Germany; and Baron Uchida, Ambassador to the United States, were raised to the rank of Viscount. Mr. Kato, Ambassador to Great Britain, and Mr. Ishii, Vice-Minister for Foreign Affairs, were created Barons. These honours are in recognition of services rendered by these officials in connection with the "incorporation" of Korea or the revision of the Treaty.

The novelist and Socialist, Mr. Upton Sinclair, is about to take proceedings for divorce, the respondent being a poet resident in the state of Kansas.

A report is current that the President of Nicaragua has resigned and has been succeeded by General Mena, Minister of War.

Mr. O'Brien, the retiring U.S. Ambassador in Tokyo, who is shortly leaving Japan to take up his new post at Rome, was received in a farewell audience by his Majesty the Emperor on Friday last, the 25th ult.

The death occurred on Aug. 26 of Mr. J. Maria dos Santos, a native of Portugal, at his residence 276d Yamashita-cho, Yokohama. Mr. dos Santos succumbed to cancer of the stomach, from which he had been suffering for years. Deceased was one of the early foreign printers to go to Japan, and was at one time associated with the "Japan Advertiser," when Mr. McKeljohn was proprietor. Later he was connected with other foreign papers. He leaves a widow and two sons, one of whom is engaged in the Hongkong and Shanghai Banking Corporation.

A Hankow despatch states that Viceroy Sui is enforcing the Press Law to the letter, and has ordered the existing newspaper offices in Hankow to make cash deposits with the authorities as provided by the law. Several papers, owned by people with small capital have discontinued publication.

## Canton Tartar-General.

H. E. Tung Shan, the newly appointed Tartar General of Canton, will depart for the South on Saturday, the 9th inst. The Canton authorities have despatched several officials up North to accompany the Tartar-General to Canton.

## Struck-Out Actions.

The pressure of work at the Summary Court this morning was somewhat relieved by several actions being settled out of Court and others being withdrawn.

## Claim Against King Edward Hotel.

G. W. McEwen sued Durabjee and Company, proprietors of the King Edward Hotel, in the Summary Court this morning for the sum of \$328 for damages in respect of luggage. The case was adjourned.

## Diamond Cut Diamond.

The case of Khair Singh, an Indian watchman, against Nead Singh, another of his class, for \$60, a balance due for money lent, was again mentioned before the Puisse Judge in the Summary Court this morning. The case was again adjourned.

## For Sweet-Friendship's Sake.

Apparently it is more serious to be a member of the Triad Society than to commit a larceny. This morning a Chinese was charged at the magistracy with the larceny of some clothing, and with belonging to an unlawful society—the Triad Society. The man was seen by a detective coming out of a house with a bundle of clothing under his arm. He was asked to explain how he came into possession of the goods, and in reply said they belonged to a friend. Later a book relating to the mysteries of the Triad Society was found on him. This also was the property of the convenient friend who sadly enough cannot be found. The prisoner was sentenced to one month's hard labour for larceny and three months for belonging to the Triad Society.

## Veteran Missionary's Death.

A veteran missionary, the Rev. Daniel McGilvary, D.D., recently died at Chienchiang at the advanced age of 83. He was joint founder of the Jesus Mission with the late Dr. Jonathan Wilson, and these two venerable men, known throughout the Laos states, justly rank with other pioneer missionaries, with men like Paton, Moffett, and Chalmers, differing from them only in that their life work is unknown to the world at large. Fifty-three years of his strenuous life, Dr. McGilvary spent in Siam, and forty-four of those years passed amongst the Northern Laos. He was a native of North Carolina, and during his fifty years on here he paid only four visits to America. He had travelled through Northern Siam more than any other white man.

All communications for the Church of England Chaplain between 14th September and 29th October, 1911, should be addressed to the Revd. A. B. Thornhill, Chaplain's Room, Sealand Point.

The extraordinary session of the American Congress was closed on August 22. The Bills submitted to the session numbered 17,105, of which 3,287 were dealt with by the Senate and 13,908 by the Lower House.

## Chamber of Commerce.

We have received the report of the General Committee of the Hongkong Chamber of Commerce for the year ended March 20, 1911. With this is incorporated the history of the Chamber edited by the Hon. Mr. E. A. Hewett. A more extended notice of the publication will appear later.

## Swimming in Shanghai.

The annual gala of the Shanghai International Swimming Club was held on Saturday afternoon last, and proved an every way a success. In the 100 yards Shanghai Championship, for the Cup presented by the Hongkong Swimming Team, there were four entries on the list but only Messrs. D. E. M. Drummond and E. Berth took the water, the former finishing a good winner. The time was 67.25 seconds.

## Garrison Orders.

During the absence on leave of Revd. W. H. Foster-Pegg, Chaplain to the Forces, from 14th September to 29th October, 1911, the duties of Officiating Clergyman to the Church of England troops in Garrison will be performed by the Revd. A. B. Thornhill. His address is:—Peak Hotel.

From to-day, and until further orders, a guard of 1 N.C.O. and 3 men, 1st Bn. K.O.Y.L.I., will mount at the Detention Barrack at 8.30 p.m., and dismount at 10.15.

The Commander of the Guard will take his orders from the Superintendent, Detention Barrack.

## A Choice of Pests.

The starling has suddenly come into prominence, says the Sydney correspondent of the "N.C. Daily News." Several flockowners have stated that where these birds are plentiful, they have had no trouble with the blowfly pest, which elsewhere has proved terribly destructive, especially to ewes and pigs. Fruitgrowers, on the other hand, declare that the starling is one of their inveterate enemies. It swoops down in great flocks on the orchards, and the birds peck and pierce the ripe fruit and spoil it. It seems reasonable to believe that birds are very effective in keeping down insect pests, and the general feeling is that, if it is to be a question between the sheep-owner and the fruit-grower, the former must have the preference.

## Secret History.

According to a Lisbon dispatch of August 19 a sensation has been caused by the announcement of the discovery of a small coffer containing secret correspondence between the deposed Royal Family of Portugal and the British and German Governments. King Manuel, foreseeing the revolution asked for foreign intervention, offering in compensation Portuguese territory in Africa. Great Britain and Germany refused to interfere. The correspondence will be read before the National Assembly.

## Standard Oil Company.

In accordance with the mandate of the Supreme Court of the United States, State a New York telegram to the "Manila Times," the Standard Oil Company has been dissolved and its affairs wound up. The stock of the main company has been apportioned to the several subsidiary companies, and the latter have taken over the property and business.

Attorneys for the company announce that the requirements of the decision have been met in every detail and invite the scrutiny of law officers of the government.

A number of changes in personnel have been made but it is contended that control of the immense business and the trade remains in the hands of the Rockefeller group, giving the dissolution more form than substance.

## Unclaimed Telegrams.

List of unclaimed telegrams lying in The Eastern Extension Australasia and China Telegraph Company's Office at Hongkong. Avary Miss Sadie, Manila; Construction T., Shanghai; Framjee, Bombay; Hupsong, Nampahong St., Cholon; Iche, 3 Elgin St., Macao; King, Wingang, Lavo; Lamhongkee, Holo; Liye-chie Shunggon; 18 Queen's Road, Manila; Mai, Rickmers; Captain Steamer, Hamburg; Parker, Hongkong Hotel, Poochow; Port, Carl, Hongkong Hotel, Manila; Piere, Miss Mildred, Manila; Reimert Consul, Messageries Amand, Behic, Saigon; Rosenthal, Fred, Astor House, Hotel, Shanghai; Sengsuehan, Nandini; Tukfoong, Samarang; Thyeyek, Singapore; Yeohornee, Singapore; Yusankhuan, Cholon; Yuenchong, Manila.

## Soy Factory in Flames.

Yesterday evening a fire broke out in a soy factory situated at the junction of Blochers Street and Queen's Road, Kennedy Town. The outbreak appears to have started near the place where the soy was boiled, and speedily involved two ramshackle buildings. The alarm was given about 9.45 p.m., but before the fire brigade arrived the owners of the buildings had pulled the roofs off the two houses to prevent a spread of the conflagration. A large quantity of soy which was fermenting also caught and was spoiled. The full extent of the damage is estimated to be somewhat about \$1,000.

The Bank Line, Ltd., have today received advice from their Seattle agents that the silk ex their new steamer "Lacerte" which was delivered on rail at Seattle on August 2nd at 7.15 p.m. was landed at New York at 6 a.m. on August 7th, the total time in transit from coast to coast being 103 hours and 45 minutes. The time taken includes 3 1/2 hours dead time at Chicago waiting for the connecting train, and is the best time that has ever been made on a single carload shipment of silk between the Pacific Coast and New York. This shipment of silk was forwarded by the Chicago Milwaukee and Puget Sound Railroad, and was delivered at the consignee's warehouse 3 hours after its arrival in New York.

## A Flasco.

Ngo Tsz Su was again indicted on charges of criminal bankruptcy offences before the Chief Justice and a common jury at the Criminal Sessions to-day. In the afternoon, his Lordship concluded his summing-up and the jury retired to consider their verdict. After an absence of twenty minutes, they returned within a jury verdict of four to three and were asked to retire again. On their re-appearance, the foreman announced a similar finding.

The Attorney-General—The jury should be discharged.

That's the best thing.

His Lordship to the foreman—Is there no hope at all?

The foreman—No.

His Lordship—You can stay till midnight, if you like.

The foreman—We have had a lot of discussion.

His Lordship—You have thrashed out the question thoroughly?

The foreman—Yes.

The jury was then discharged, and prisoner committed to goal pending a fresh trial.

## AN ABSENT DEFENDANT.

Before the Puisse Judge, Mr. Justice Gompertz, in the Court of Summary Jurisdiction this morning, the action was mentioned in which Sanz Hang Sang is suing William Shewan to recover the sum of \$522.86 for goods supplied. Mr. C. Wilson, of Messrs. Hastings and Hastings, appeared for the plaintiff.

His Lordship—Is there any further appearance for the other side?

Mr. Wilson—I'm not sure.

Defendant's name was formally called out, but there was no response.

His Lordship—I think there is some misunderstanding. Defendant is not here. Has he been served?

Mr. Wilson—Yes, my Lord.

His Lordship—I think you had better serve him a second time.

Mr. Wilson—Very well, my Lord.

## SPECIAL

## TELEGRAMS.

## RUSSIA AND JAPAN.

## ACT OF RESTITUTION.

## "INDEPENDENT NEWS" AGENCY.

Tokyo, Sept. 4.

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## THE LAI CHI CHIN CLAIM.

## Questions Put to Jury.

After we went to press yesterday the proceedings instituted by Lai Chi Chin against Tang Wong Shi for the recovery of \$70,000 for damages for alleged wrongful arrest and false imprisonment on the 26th February, 1909, were continued.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Bruton and Hett, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, was for the defendant.

The action came on before the Paines Judge and the following special jury:—Messrs. J. W. Bolles (foreman), C. C. H. Schreier, H. W. Bird, P. Graham, H. P. White, A. Denison and A. Bryer. Counsel having addressed the jury and his Lordship having summed up, the following questions were put to the jury, the answers to which are attached:—

Did the defendant directly authorise the proceedings for the arrest?—No.

Were the proceedings taken by her agent within the scope of the agent's authority and in the defendant's ostensible interest?—Yes.

If she did not directly authorise it and it was not done within the scope of the agent's authority but in her interest did she ratify it?—No.

Did she directly or indirectly make all reasonable and proper investigation?—No.

Did she believe her agent, viz. (the case laid before the Chief Justice)?—No.

Was there malice?—No.

Damages?—\$8,000.

Mr. Potter claimed judgment for the defendant.

Mr. Pollock opposed the application and asked that judgment be entered for his client.

Mr. Potter.—The jury have found that there was no malice.

His Lordship (Mr. Pollock).—If there is no malice how can you possibly get judgment?

Mr. Pollock.—I have not argued the question of trespass yet.

Mr. Potter.—The jury have answered the two most material questions in our favour. They have found that the agent did honestly believe what he was swearing, and they have found that there was no malice. It is not fair that they should try to prolong the case.

Mr. Pollock.—I am not trying to prolong the case, but certain points have not yet been argued.

His Lordship reserved judgment remarking that he wished to confer with the learned Chief Justice on a point of practice.

THE RESULT OF A RAID.

Alleged Opium Boiler in Court.

Acting on a warrant, the excise officials paid a visit to 106 Gough Hill Road, last night. In the course of a search which they carried out they came across six boxes of prepared opium, four maces of opium dross, and twenty tins of compound opium. In addition to this find of drug they found all the necessary implements used for boiling opium.

There was one man on the premises, and when he saw the police officer he endeavoured to escape by jumping through a glazed window.

Fortunately for him Excise Officer 92 seized him by the arm and held on. Otherwise he would have fallen a distance of thirty feet and probably have been killed.

As it was, he sustained severe injuries to his arm.

This morning he appeared, on a charge of boiling opium, before Mr. J. R. Wood, at the magistracy, and was remanded till Monday.

Flood Sufferers.

The Tung Chai Charitable Institution of Swatow has sent an urgent telegram to Canton regarding the serious flood in Chiu Chow. According to the telegram, thousands of people are rendered homeless, and are in urgent need of relief. The Canton public is invited to open their purses to save the sufferers.

## OUR LETTER BOX.

The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph."

## HONGKONG SUBSCRIPTIONS.

[To the Editor of "The Hongkong Telegraph."]

Dear Telegraph.—I have read with unusual interest the account of a public meeting in Hongkong. I mean the very last one, that of the subscribers to the Coronation fund.

It is satisfactory that as it turned out, the question before the meeting was settled by a majority of the subscribers present. As I believe you expressed a hope that it would be.

I think it far more satisfactory that a majority should decide. I do not quite gather, however, from the report that I have seen whether it was a matter of one man one vote or of the plural voting, suggested at the beginning of the meeting. If the latter I am sorry to hear it. A subscriber who only subscribes one dollar in an affair of this kind has as great a right to decide as to the disposal of his money as the capitalist, "blotted" or otherwise, who subscribes a thousand. I cannot for the life of me understand why the practice of limited liability companies should apply in a case like this. If it be pleaded that being a question of money, plural voting was rightly allowed, I can only humbly suggest as an answer that by that principle there should be plural voting in Parliament over every budget, for surely the latter affects everybody's pockets, and a man who pays £200 or more income tax ought, accordingly, to have far more say with regard to the disposition of the money than a man who pays £5. Please observe that I am not upholding this principle; I only maintain that if you have plural voting at meetings of subscribers for public and patriotic, or charitable purposes, you cannot logically remain an adherent of that valuable sponser of the curses of the people, Mr. Lloyd George. You will all of you have to become high Tories at once, and staunch upholders of feudal privileges. It would be a grand thing for the Empire or should I say the Tory-Imperialist Party, to find the whole Colony of Hongkong in such touching accord with its most cherished opinions.

As for the result of the vote I have not yet seen your opinion of it, but I think it was excellent, and that Mr. Bowley made a most statesmanlike proposal in a statesmanlike way, and we accord him the praise he so justly merits.

Ever yours, dear Telegraph, The Triangle.

THE JAPANESE CABINET.

Why Katsura Resigned.

The "Osaka Mainichi" publishes the following summary of a statement said to have been made by Prince Katsura in regard to his resignation:—

"It was in July, 1908, that I formed my Cabinet, and over three full years have since elapsed. During that period I have been able to administer the affairs of State without committing any serious blunder with the help of the harmonious co-operation of the Cabinet and Government officials on the one hand, and the support of the two Houses of the Diet and the Japanese people in general on the other. I owe much to them, and I have done all in my power to respond to the trust reposed in me by His Majesty. The political programme I adopted on entering office has for the most part been carried out. For instance, the financial readjustment, the incorporation of Korea, the revision of the Treaties, and other matters have been accomplished. My strength, however, both physically and mentally, has been affected, and should I remain in office much longer, I am afraid my health would again give way. However, what is important in politics is to renew things, develop the situation, and encourage public feeling. In view of the surrounding circumstances, I have been convinced that it is high time for me to retire and recommend a junior wise man (koken) to take over the reins of government. It is for these reasons that I have applied to the Throne asking that I might be released from office. I believe Marquis Saionji is the man best suited to the head position of the Government, and so I recommended to the Throne that Marquis Saionji be commanded to form a new Cabinet.

"In my sixteenth year I entered public life and took part in the battle of Shimonoseki (when the port was bombarded by the foreign squadrons). Since then I have continually worked for my country for nearly 50 years. During the last ten years I have been placed at the head of the Government twice, and owe an immense debt to His Majesty for that honour. My aspiration to work for my country is equally active whether I am in or out of office; my position makes no difference to my ambition to serve the State. The report that I am to be appointed to an important military office or made head of the Privy Council is entirely without foundation. It is my aim to repay what I owe to the Throne as a veteran statesman, and pave the way for the progress of junior wise men. I am determined to devote all my life to the affairs of State, and this determination will not change in consequence of the change in my position in political life."

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A Seoul despatch to the "Asahi" states that on the 16th instant the "Keijo Shimpoo" published a paragraph of about ten lines expressing the opinion that the methods of the government in watching foreigners was stupid, and calculated to be offensive, which would be disadvantageous to Japan. For making this unsolicited and unapproved suggestion, the paper has been suspended.

THE CHITRAL COMMANDER.

The death of General Sir Robert Cunliffe Low, Keeper of the Crown Jewels, is announced. The distinguished soldier, who served through the Indian Mutiny, was present at Delhi and Lucknow. He was chief director of transport on the famous march from Kabul to Kandahar during the Afghan war of 1879-80, and later commanded a brigade in the expedition in Burma.

His greatest military distinction, however, was gained in the Chitral expedition which was under his command. Yet when he returned to England after this event, which had brought him into the greatest publicity his arrival passed almost unnoticed. Speaking at the annual dinner of the Alpine Club—his first public appearance after his return—Sir Robert Low told some amusing stories of the simple-minded mountaineers through whose country the expedition had passed.

The telegram wires caused these people much anxiety, and a local headman sent to Sir Robert to ask what the wires meant. He was told that they were for sending messages. Two days later the headman came and said that the English were deceivers. He had had most careful watch kept to test the truth of the statement about the messages, and nothing at all had come along the wires.

FAMOUS SOLDIER'S DEATH.

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## MARINE COURT.

Stiff Fine for Making Fast. At the Marine Court this morning, before Commander C. W. Beckwith, Li Tai Man, and Choi Ping U, boatmen, were charged with making fast to the str. Onseisenau while she was under way in Victoria Harbour yesterday.

E. Bond, J.S. 62, said he saw the two defendants' craft make fast to the German Mail, when she was quite 200 yards from the wharf.

The defendants said they were hired by boarding house runners to put them aboard the vessel. They did not know they were doing wrong by so doing. The masters, who owned the boats were not on board at the time.

As there appeared to be a doubt as to whether the defendants knew the seriousness of their offence, the magistrates instead of sending them direct to prison, fined them \$25 or one month's hard labour in the alternative.

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"It was in July, 1908, that I formed my Cabinet, and over three full years have since elapsed. During that period I have been able to administer the affairs of State without committing any serious blunder with the help of the harmonious co-operation of the Cabinet and Government officials on the one hand, and the support of the two Houses of the Diet and the Japanese people in general on the other. I owe much to them, and I have done all in my power to respond to the trust reposed in me by His Majesty. The political programme I adopted on entering office has for the most part been carried out. For instance, the financial readjustment, the incorporation of Korea, the revision of the Treaties, and other matters have been accomplished. My strength, however, both physically and mentally, has been affected, and should I remain in office much longer, I am afraid my health would again give way. However, what is important in politics is to renew things, develop the situation, and encourage public feeling. In view of the surrounding circumstances, I have been convinced that it is high time for me to retire and recommend a junior wise man (koken) to take over the reins of government. It is for these reasons that I have applied to the Throne asking that I might be released from office. I believe Marquis Saionji is the man best suited to the head position of the Government, and so I recommended to the Throne that Marquis Saionji be commanded to form a new Cabinet.

"In my sixteenth year I entered public life and took part in the battle of Shimonoseki (when the port was bombarded by the foreign squadrons). Since then I have continually worked for my country for nearly 50 years. During the last ten years I have been placed at the head of the Government twice, and owe an immense debt to His Majesty for that honour. My aspiration to work for my country is equally active whether I am in or out of office; my position makes no difference to my ambition to serve the State. The report that I am to be appointed to an important military office or made head of the Privy Council is entirely without foundation. It is my aim to repay what I owe to the Throne as a veteran statesman, and pave the way for the progress of junior wise men. I am determined to devote all my life to the affairs of State, and this determination will not change in consequence of the change in my position in political life."

Press Law in Korea.

A Seoul despatch to the "Asahi" states that on the 16th instant the "Keijo Shimpoo" published a paragraph of about ten lines expressing the opinion that the methods of the government in watching foreigners was stupid, and calculated to be offensive, which would be disadvantageous to Japan. For making this unsolicited and unapproved suggestion, the paper has been suspended.

THE CHITRAL COMMANDER.

The death of General Sir Robert Cunliffe Low, Keeper of the Crown Jewels, is announced. The distinguished soldier, who served through the Indian Mutiny, was present at Delhi and Lucknow. He was chief director of transport on the famous march from Kabul to Kandahar during the Afghan war of 1879-80, and later commanded a brigade in the expedition in Burma.

His greatest military distinction, however, was gained in the Chitral expedition which was under his command. Yet when he returned to England after this event, which had brought him into the greatest publicity his arrival passed almost unnoticed. Speaking at the annual dinner of the Alpine Club—his first public appearance after his return—Sir Robert Low told some amusing stories of the simple-minded mountaineers through whose country the expedition had passed.

The telegram wires caused these people much anxiety, and a local headman sent to Sir Robert to ask what the wires meant. He was told that they were for sending messages. Two days later the headman came and said that the English were deceivers. He had had most careful watch kept to test the truth of the statement about the messages, and nothing at all had come along the wires.

FLOOD SUFFERERS.

The Tung Chai Charitable Institution of Swatow has sent an urgent telegram to Canton regarding the serious flood in Chiu Chow. According to the telegram, thousands of people are rendered homeless, and are in urgent need of relief. The Canton public is invited to open their purses to save the sufferers.

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## CROWN COLONIES.

## The Voice of the People.

The question of the Government of British Crown Colonies is of perennial interest and consequently the following article from the "Straits Times" is worth studying:—Crown Colonies are ruled, as to matters of general policy, without much regard to the will of the people. They have Legislative Councils like our own, but an official majority is ready to vote as the Governor directs, and the Governor is liable to be instructed from London with reference to any matter that may remotely concern imperial policy. We make no protest against the system, which, all things considered, is undoubtedly the best that could be devised. Wherever there is a considerable population of British subjects, however, an endeavour is made to give them the privilege, common to British citizens everywhere, of managing their own local affairs. They do not invariably use that privilege wisely, but we cannot recall a case where it has been taken from them, because self-government contains, within reasonable limits, the right to mis-govern. Singapore was raised many years ago to the dignity of a self-government. It has now, probably, two or three times the number of European residents that it had when the concession was made, and there are thousands more Chinese and others who speak English and are familiar with Western thought and methods. It is true, undoubtedly, that the system has been suffering an eclipse, and that there was need to do something to bring up the tone of Municipal life. Our own interpretation of the position is that a very small number of men, all of whom had businesses of their own to look after, were saddled with an excess of routine Municipal work and were made responsible for initiating policy and supervising the efficiency of departments to a far greater extent than was reasonable. Yet the work moved along fairly well until the presidency fell into the hands of a man who had many excellent qualities but would scarcely deny that he hated his job, and felt his own rotundity in the square hole. After a few years of that, the conditions became intolerable, and a change was obviously

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 8 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPERESS OF INDIA" .. Sat., Sept. 2.	"ALLAN LINE" .. Fri., Sept. 20.
"EMPERESS OF JAPAN" .. Sat., Sept. 23.	"EMPERESS OF IRELAND" .. Fri., Oct. 20.
"MONTAGUE" .. Sat., Oct. 14.	
"EMPERESS OF INDIA" .. Sat., Nov. 4.	"EMPERESS OF BRITAIN" .. Fri., Dec. 1.

Steamers will depart from Hongkong at 6 p.m. Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) .. £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (earned Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .. £43 Via New York .. £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Fadder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA .....	LOONGSANG ..	Saturday, 9th Sept., 2 P.M.
SHANGHAI—NINGPO ..	KWONGSANG ..	Tuesday, 12th Sept., Noon.
SINGAPORE, SAMARANG & SOERABAYA ..	YATSIUNG ..	Tuesday 12th Sept., Noon.
MANILA .....	YUENSANG ..	Saturday, 16th Sept., 2 P.M.
SANBAKAN .....	MAUSANG ..	Monday, 18th Sept., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Kanton, Lohat, Davao, Singapore, Tientsin, and Newchwang.

† Taking Cargo on Through Bills of Lading to Kanton, Lohat, Davao, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers. Hongkong, 8th September, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"SUVERIO" .....	F. Cowley .....	11,000	September 5th.
"KUMERIO" .....	G. McGill .....	11,000	October 3rd.
"LUERIO" .....			October 25th.
"HEROULES" .....			November 10th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, PRAYA CENTRAL.

Telephone No. 780. Hongkong, 26th August, 1911.

## NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

## ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS.

S.S. "DUNERIO" .. 3,000 tons .. To be dispatched end Dec.

S.S. "KATANGA" .. 5,000 .. To follow and regularly thereafter.

For rates of Freight or Passage, apply to

THE BANK LINE, LIMITED, Managing Agents. Hongkong, 28th August, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID ..	TANGO MARU, Capt. K. Kawano, Tons 8,000	WEDNESDAY, 13th Sept., D'light.
	KAMO MARU, Capt. F. Li Sommer, Tons 9,000	WEDNESDAY, 27th Sept., at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 11th Oct., at D'light.

VICTORIA, B.O. & SEATTLE ..	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE
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VICTORIA, B.O. & SEATTLE via KANLUNO, SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA ..	INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 12th Sept., at 4 P.M.
	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 10th Oct., at Noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE ..	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 27th Oct., at Noon.

NSAKI, KOBE & YOKOHAMA ..	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 29th Sept., at Noon.
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KOBE & YOKOHAMA ..	MISHIMA MARU, Capt. A. E. More, T. 9,000	THURSDAY, 14th Sept., 11 A.M.
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SHANGHAI, MOI & KOBE ..	BINGO MARU, Capt. K. Soyoda, Tons 7,000	WEDNESDAY, 13th September.
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BOMBAY via SINGAPORE & COLOMBO ..	CEYLON MARU, Capt. Tozawa, Tons 7,000	TUESDAY, 19th September.
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† Fitted with new system of wireless telegraphy.

† Omitting Keelung & Shimizu. \* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN  
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta, calling at Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong: "JINSEN MARU" .. Tons 3,782 .. On September 26th.

## CHEAPEST SUMMER RATES

between HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOI RETURN.	NAGASAKI RETURN.
1st Class .....	\$120	\$110	\$100	\$90
2nd " .....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail.
NINGPO & CHINKIANG .....	"KALGAN" .....	9th Sept., 4 P.M.
SHANGHAI .....	"LINAN" .....	9th " M'night.
HOIHOW & HAIPHONG .....	"SINGAN" .....	12th " D'light.
MANILA, CEBU & ILOILO .....	"KAIFONG" .....	12th " 4 P.M.
CHEFOO & NEWCHANG .....	"NANOHANG" .....	13th " 4 P.M.
SHANGHAI .....	"CHINHUA" .....	14th " 4 P.M.
WEIHAIWEI, CHEFOO & "HUICHOW" .....	"HUICHOW" .....	10th " 4 P.M.
TIENTSIN .....		

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUI"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tan" and "Taming," saloon accommodation, electric fans, fitted with extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Looan, Chinkiang) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murny Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86. Hongkong, 8th September, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports; and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD. HOMEWARD.

For Shanghai, Kobe & Yokohama: S.S. "Albia" .. 15th Sept.

For Havre & Hamburg: S.S. "Albia" .. 15th Sept.

For Havre, Rotterdam & Hamburg: S.S. "Prussia" .. 20th Sept.

For Havre & Hamburg: S.S. "Rheinland" .. 2nd Oct.

For Havre, Bremen & Hamburg: S.S. "Saar" .. 12th Oct.

For Rotterdam & Hamburg: S.S. "Friedrich" .. 16th Oct.

For Further Particulars, apply to Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 4th September, 1911. [956]



Steamship. Tons. Captain. For. Sailing Date.

RUBI .. 4000 S. Crosby .. MANILA, SATURDAY, 9th Sept., 4 P.M.

ZAFIRO .. 4000 M. C. Smith .. CEBU & ILOILO, WEDNESDAY, 20th Sept., 4 P.M.

For Freight or Passage apply to SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 3rd August, 1911. [1]

## A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For. Steamship. Captain. Tons. Leaving.

For Freight and Passage, apply to A. R. MARTY, 24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911. [1093]

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN .....	25th Aug.	Saturday, Sept. 16.
ALDENHAM .....	8th Sept.	" Sept. 30.
EMPIRE .....	22nd Sept.	" Oct. 14.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stenographer are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents. [967]

## TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru" .....	21,000 .....	W. W. Greene .....	Sept. 15th, Noon.
S.S. "Nippon Maru" .....	11,000 .....	A. G. Stevens .....	Oct. 6th, Noon.
S.S. "Tenyo Maru" .....	21,000 .....	E. Bent .....	Oct. 18th, Noon.
S.S. "Shinyo Maru" .....	21,000 .....	H. S. Smith .....	Nov. 8th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

The Triple Screw steamers Chiyo Maru, will be dispatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on FRIDAY, the 15th Sept., at Noon.

Buyo Maru .. 10,500 .. Saturday, Oct. 14, Noon.

For further particulars as to Freight and Passage, apply to K. MATSUDA, Agent, KING'S BUILDING (Opposite Blake Pier).

Telephone No. 835. Hongkong, 8th September, 1911.

## COMMERCIAL.

## Shanghai Trade.

Messrs. Ilbert and Co.'s Piece Goods Market Report for the week end September 2, says:—

There have been quiet markets throughout most branches of the trade, except in "Dyed Fancies," some lines of which are in good request for Korea and for Shantung outlets. The Yangtze demand is very slack as regards new business, but owners of money is keeping the rate of clearances up to a fair scale, cargo being for the most part promptly delivered as it comes along.

Stocks therefore keep within modest limits, and the trade as a whole upon a sound footing.

Manchester reports full engagements for some months by leading manufacturers, but there would appear to be many who are not so favourably placed, and quotations seem still to be very "in and out."

The crop accounts from the States, mail and telegraphic, are enthusiastic in regard to the crop, and no matter what its ultimate bulk may be, which is dependent upon the length of the picking season, the quantity of high grade cotton that will be produced must almost unquestionably now be large, therefore it is difficult to reconcile even present forward prices which the heavy crop movement which will take place when the bulk of the season's pickings begins to be marketed.

Since the issue of the Imperial Edict against the adulteration of China Cotton, the Commissioner of Customs has received instructions from the Peking Authorities to co-operate effectively with the Cotton Anti-adulteration Association in its measures to check this abuse. This is a great step towards the suppression of an evil which had become intolerable. Negotiations are, we understand, now proceeding between the Commissioner of Customs and the Association for the formation of a Testing House and the recognition of its certificates by the Customs, due notice of which will be shortly published.

## JAPANESE SUGAR MARKET.

During the first seven months of this year the quantity of unrefined sugar and molasses imported to Japan Proper from Formosa amounted to 1,223,423 piculs and 221,145 piculs respectively. According to investigations made by the Sugar Merchants' Guild in Tokyo, the stocks of Formosan unrefined sugar and molasses in Tokyo, Osaka, Yokohama, Kobe, Moji and other principalities in Japan at the end of last year and at the end of July 31st this year stood as follows:—

Last Year This Year  
Piculs. Piculs.

Sugar .. 182,775 558,436

Molasses, 274,503 537,313

The unrefined sugar and molasses consumed in Japan Proper during the seven months are estimated at 858,335 piculs and 847,712 piculs respectively, the consumption during last month only amounting to 110,920 and 110,265 piculs. Taking the figures for last month as a standard, it is estimated that 554,000 piculs of sugar and 581,325 piculs of molasses will be consumed from August 1st to December 31st this year. The general belief is that stocks of sugar and molasses will run short towards the latter part of the current year, since the shipment of new sugar and molasses from Formosa will not be effected until January next. As a result, quotations are expected to show an upward tendency.

## LOG BOOK.

## Another Shipping Deal.

An important development in connection with the steamship trade with South and East Africa is authoritatively announced by the "Shipping Gazette." This is the acquisition by Messrs. J. and T. Harrison, the well-known Liverpool steamship owners, who are already in the Cape trade, of a controlling interest in the Aberdeen Direct Line from London to Natal, owned by Messrs. J. T. Rennie, Son, and Co. Messrs. Harrison will, it is intimated, in future be the managing owners of the Aberdeen Direct Line, as well as of their own fleet, which consists altogether of upwards of forty steamers, totaling considerably over 200,000 tons. Although the business of Messrs. Rennie, Son, and Co. will go on as usual, with no change so far as either the public or their office staff are concerned, the new alliance points to a new departure of some significance, more especially in view of the existing uncertainty in the South African shipping trade.

Although the Harrison Line, as it is familiarly called, was established as far back as 1830, its importance for many years elsewhere than in the Cape trade. As a matter of fact, it was admitted to the Cape Conference only some nine years ago with outward sailings restricted to Liverpool and Glasgow. On the other hand, Messrs. Rennie, Son, and Co. entered into the trade between London and Natal as long ago as 1850. They subsequently introduced the first steamers on the South African coast, carrying the mails from Cape Town to Durban. In 1892 the service to Natal was extended to East African ports, and for a long time past regular sailings as far north as Beira have been maintained, with calls at Delagoa Bay and other important ports.

It would seem to follow that an amalgamation of interests so closely identified with the Cape, Natal, and East African trades will be fraught with increasing activity, and with at least an eye to the consequences which may flow from the expressed intention of the South African Government to place the shipping trade of the sub-continent upon broader and more popular conditions.

The present "deal" differs from others recently announced in that it means the control of a fleet of London ships from the Mersey. To some extent, it helps to redress the grievances of Liverpool that London is encroaching upon its shipping territory. As an indication of the character and enterprise of the Aberdeen Direct Line it may be stated that the vessels were the first steamers trading to South Africa to be equipped for wireless telegraphy. The fleet is noted as follows in the last edition of Lloyd's Register:

Vessels.	When built.	Gross tons.
Inanda (s)	1904	4,090
Inchinga (s)	1895	2,197
Ingeni (s)	1897	2,928
Inkoka (s)	1900	3,430
Inkosi (s)	1902	3,576
Insiwa (s)	1899	2,884
Intaba (s)	1910	4,632
Inyati (s)	1898	2,516
Inyoni (s)	1890	1,945
Willem Eggeria (barque)	1885	1,354

## Queer Accident.

When the Solva was loading cargo at Kowloon on her last trip southward bound, she met with a peculiar little accident in the following manner. The steam lighter Dusi was going alongside the ship with a cargo of rice, which was to be received on the Solva. When the lighter was just astern of the steamer there was a bit of sea running and the Dusi was driven under the stern. She started banging against the Solva, making two holes in the plates, but so high up above water that the steamer was not prevented from proceeding on her voyage to Singapore.

## Intimations

## AERTEX CELLULAR.

COOLEST &amp; MOST COMFORTABLE UNDERWEAR

THE SUMMER HIGH GRADE.

J. T. SHAW, TAILOR AND OUTFITTER.

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

## PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

Week Days.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 3.45 p.m. to 11.30 p.m. every 15 minutes.

## SUNDAYS.

3.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra Cars at 11.45 p.m.

## SPECIAL CARS.

By Arrangement at the Company's Office, A'cacia Building, Des Voeux Road.

JOHN D. HUMPHREYS &amp; SON, General Managers, Hongkong, 16th June, 1911.



## SUN GLASSES.

Any tint made to any prescription. No charge for testing sight. Repairs of all description made by competent workmen.

## N. LAZARUS,

Ophthalmic Optician, 1A, D'Aguilar Street, Hongkong. Hongkong, 24th July, 1911. [929]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP, \$1,250,000.)

## Loans on Mortgage of House Property &amp;c.

Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

## THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., SHEWAN, TOMES &amp; CO., General Managers, Hong Kong, 15th March, 1911. [14922]

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDRIES, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships' Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic &amp; Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA &amp; JAPAN

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, via Usual Ports of Call.	DELTA	Noon, 10th Sept.	See Special Advertisement.
LONDON & ANTWERP.	SARINIA	At 10, 20th Sept.	Freight and Passage.
PERAMP, Ceylon, PORT SAID AND MARSEILLES.	PALMA	D'light, 10th Sept.	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	ASSAY	About 14th Sept.	Freight and Passage.
SHANGHAI.	DELHI	About 28th Sept.	Freight and Passage.

For Further Particulars, apply to

P. &amp; O. S. N. Co.'s Office, Hongkong, 6th September, 1911.

E. A. HEWETT, Superintendant.

## NORDDEUTSCHER LLOYD.

## BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	Prinz Ludwig	18,970 Tons, FRIDAY, 8th September, at 10 a.m.

MANILA, YAP, ANGAUR, FRIEDRICH WILHELMSHAFEN, HAMBURG, BRISBANE, & SYDNEY.	COLUMBUS	6,750 Tons, SATURDAY, 9th Sept., Daylight.
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Kobe & YOKOHAMA	Prinz Seiwund	6,000 Tons, TUESDAY, 19th Sept.
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KUDAT & SANDAKAN	Bonzo	5,060 Tons, Middle of September.
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All the steamers of the Imperial German Line are fitted with Wireless Telegraphy. New System of Teletype.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG and CHINA Hongkong, 8th September, 1911. [7]

## A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy.

## MACARONI, VERMICELLI and SPAGHETTI.

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents, Bankers, &amp;c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG SHANGHAI: 2-8, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS—SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged. Chief Office: LUDGATE HOUSE, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDRIES, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships' Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic &amp; Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA &amp; JAPAN

## Shipping Steamers.

## DOUGLAS STEAMSHIP CO., LD.

## Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamers: Captain J. S. Rosch, MONDAY, 11th Sept., at 1 p.m. Halangy, Captain J. W. Evans, FRIDAY, 15th Sept., at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.) Halangy, Captain J. W. Evans, TUESDAY, 18th Sept., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf at their Black Pier. For Freight and Passage, apply to

Douglas, Laprak &amp; Co., General Managers.

## JAVA CHINA-JAPAN LIJN.

## Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamers: Captain J. S. Rosch, MONDAY, 11th Sept., at 1 p.m. Halangy, Captain J. W. Evans, FRIDAY, 15th Sept., at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.) Halangy, Captain J. W. Evans, TUESDAY, 18th Sept., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf at their Black Pier. For Freight and Passage, apply to

Douglas, Laprak &amp; Co., General Managers.

Telephone No. 375

Yokohama, 10th Sept., 1911. [968]

To Sail

THE CHINESE ENGINEERING AND MINING CO., LTD.

CANTON-HONGKONG-TIENTSIN LINE.

HE Charter d Steamship "ONSANG"

Taking Cargo on through Bills of Lading to Tientsin, via Taku, or Chinwangtao &amp; Rail, will be despatched for Chinwangtao on or about 14th September.

The Company's Steamship "KWANGTUNG"

will be despatched for Tientsin Bund, with liberty to call at intermediate ports, about 17th September.

For Freight and Passage, apply to CHINESE ENGINEERING AND MINING CO., LTD., 16, Alexandra Buildings, or

CHANG FAT YUEN, 302, Des Voeux Road Central. Hongkong, 21st August, 1911. [1239]

THE AMERICAN &amp; ORIENTAL LINE.

FOR BOSTON &amp; NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship "ROSERIC"

will be despatched for the above ports on FRIDAY, the 15th September. For Freight and Passage, apply to

ARNHOLD, KARBURG &amp; Co., General Agents, Hongkong, 21st Aug., 1911. [1329]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo, at through rates to Persia Gulf and Bagdad, also Batavia, Valenzia, Alicante, Almeria and Malaga.)

THE Steamship "CAPRI"

Capt. Freg. will be despatched as above on MONDAY, the 11th Sept., at Noon.

For further particulars regarding freight and passage, apply to

CARLOWITZ &amp; CO., Agents, Hongkong, 1st Sept., 1911. [10]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central. Telephone No. 699. Hongkong, 2nd Jan., 1911. [1384]

DODWELL &amp; CO., LTD.

Agents, Hongkong, 7th Sept., 1911. [1384]

## Consignees.

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "CHITO MARU."

## FROM SAN FRANCISCO.

## HONOLULU &amp; JAPAN PORTS.

The above-named Steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for signature, and to take immediate delivery of cargo from along-side.

Cargo remaining undelivered on FRIDAY, the 8th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, afternoon, 11th inst., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo, to be left on board or Godown for examination of a time to be arranged.

All claims must be filed on or before FRIDAY, 8th inst., otherwise they will not be recognized.

K. MATSUDA, Agent, Hongkong, 6th Sept., 1911. [968]

## FROM EUROPE.

THE H.A.L. Steamship, "SUEVIA,"

Captain Rassen, having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong &amp; Kowloon Wharf &amp; Godown Company, Limited, whose delivery may be obtained against Bills of Lading countersigned by the Under-

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godown, where they will be examined on the 11th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—Ex s.s. "Michel" from Bordeaux.

"Germania" from Goteborg.

"Eskatona" from Havre.

"Jelo" from Bremen.

HAMBURG-AMERIKA LINE, HONGKONG OFFICE, Hongkong, 6th Sept., 1911. [966]

## "SEN" LINE OF STEAMERS.

S.S. "BENVENUE,"

FROM MIDDLESBROUGH, LONDON &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong &amp; Kowloon Wharf and Godown Co., Ltd., whose and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 11th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 9th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JIBB, LIVINGSTON &amp; CO., Agents, Hongkong, 2nd Sept., 1911. [1456]

## DRAGON CYCLE DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

REPAIRS TO Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery.

PHONE 482.

No. 63, Des Voeux Road Central. Managing Proprietor:

C. LAURITSEN.

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The s.s. Chinkun, with the Siberian Mail, is due to arrive here on Sunday, the 10th inst.

## A Mail will close for:-

Manila (taking Mails for Cebu and Iloilo)—Per Loongang, 9th Sept., 1 p.m.

Macao—Per Sai Tai, 9th Sept., 1.15 p.m.

Shanghai—Per Saint Patrick, 9th Sept., 2 p.m.

Manila, Cebu and Iloilo—Per Rabi, 9th Sept., 3 p.m.

Ningpo and Chinkiang—Per Kalgan, 9th Sept., 3 p.m.

Amoy and Shanghai—Per Tjipapas, 9th Sept., 4 p.m.

Hoihow and Hainan—Per Mathilde, 9th Sept., 5 p.m.

Shanghai, via Siberia to Europe—Per Linn, 9th Sept., 6 p.m.

Swatow, Amoy and Tamsui—Per Delgi-mara, 10th Sept., 9 a.m.

Singapore, Penang and Bombay—Per Capri, 11th Sept., 11 a.m.

Swatow, Amoy and Foochow—Per Hailan, 11th Sept., noon.

Hoihow and Hainan—Per Singon, 11th Sept., 5 p.m.

Batavia, Cheribon, Samarang and Surabaya—Per Tjiki, 12th Sept., 10 a.m.

EUROPE, &c., INDIA VIA TUPICORIN.—(Late letters 11.00 a.m. to noon. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)—Per Polynesian, 12th Sept., 11 a.m.

Singapore, Samarang and Surabaya—Per Yaching, 12th Sept., 10 a.m.

Ningpo and Shanghai—Per Kwong-sang, 12th Sept., 10 a.m.

Swatow—Per Hainan, 12th Sept., noon.

Chetoo and Newchwang—Per Nanchang, 13th Sept., 1 p.m.

Shanghai—Per Chinkun, 14th Sept., 3 p.m.

Swatow, Amoy and Foochow—Per Hainan, 15th Sept., noon.

Manila, Cebu and Iloilo—Per Kailong, 12th Sept., 3 p.m.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Anabara-mara, 12th Sept., 3 p.m.

Singapore, Penang and Colombo—Per Tamsui-mara, 12th Sept., 5 p.m.

Port Said and Haiphong—Per Sikiang, 13th Sept., 8 a.m.

Moji, Manzanillo, Guaymas and Mex.—Per Largo Law, 13th Sept., 5 p.m.

Keelung, Nagasaki, Kobe, Yokohama, Honkoku, and San Francisco—Per Chinkun, 15th Sept., 11 a.m.

EUROPE, &c., INDIA VIA TUPICORIN.—(Late letters 11 a.m. to noon. Extra postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 15th Sept., at 5 p.m.—Per Delta, 16th Sept., 11 a.m.

Manila (taking Mails for Cebu and Iloilo)—Per Yaching, 16th Sept., 1 p.m.

Sandakan—Per Maungang, 18th Sept., 11 a.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Eastern, 19th Sept., 11 a.m.

Wai-ai-wai, Chetoo and Tientsin—Per Batavia-mara, 19th Sept., 5 p.m.

## SHIPPING NEWS.

## MAILS DUE.

Gorman (Prinz Sigismund) 19th inst.  
America (Mongolia) 22nd inst.

The P. O. R. Co.'s R.M.S. Empress of India arrived at Nagasaki yesterday at 8.30 a.m., and left again at 4.30 p.m. same day for Kobe, where she is due to arrive to-day at 8 p.m.

The s.s. Kumano Maru (Australian Line) left Sydney for this port on the 6th inst., and is expected on the 25th inst.

The s.s. Bingo Maru (Bombay Line) left Singapore for this port on the 6th inst., and is expected here on the 12th inst.

The s.s. Mithima Maru (European Line) left Singapore for this port yesterday and is expected here on the 13th inst.

The s.s. Tango Maru (European Line) left Shanghai for this port to-day and is expected here on the 11th inst.

## ARRIVALS.

Kwong-sang, Br. s.s., 1,428, Richard, 7th Sept.—Shanghai 1st and Swatow 6th Sept. Gen.—J. M. & Co.

Feiching, Br. s.s., 998, Howie, 7th Sept.—Shanghai 2nd Sept. Gen.—O. M. S. N. Co.

Kalgan, Br. s.s., 1,148, D. W. Davies, 7th Sept.—Manila 5th Sept. Gen.—B. & S.

Mathilde, Ger. s.s., 831, Ulderup, 7th Sept.—Cebu (Philippine Islands) 5th Sept., Ballast.—J. & Co.

Linen, Br. s.s., 1,352, C. O. Williams, 7th Sept.—Shanghai 4th Sept. Gen.—B. & S.

Coblenz, Ger. s.s., 3,130, L. Klugkist, 8th Sept.—Yokohama 8th Aug. Mail and Gen.—M. & Co.

Monteagle, Br. s.s., 5,103, W. Davidson, 8th Sept.—Vancouver via Japan and Shanghai 5th Aug. Mail and Gen.—C. P. R. Co.

Prinz Ludwig, Ger. s.s., 5,688, F. V. Binner, 8th Sept.—Yokohama 26th Aug. Mail and Gen.—M. & Co.

Haitan, Br. s.s., 1,182, J. S. Kosch, 8th Sept.—Fuzhou, Amoy and Swatow 7th Sept. Gen.—D. L. & Co.

Kailong, Br. s.s., 987, J. V. Salford, 8th Sept.—Manila, Iloilo & Cebu 5th Sept. Gen.—B. & S.

Machow, Ger. s.s., 996, R. G. Zollner, 8th Sept.—Bangkok 30th Aug., and Swatow 7th Sept. Rice and Teak.—B. & S.

Singan, Br. s.s., 1,047, F. Jamieson, 8th Sept.—Haiphong and Hoihow 7th Sept. Gen.—B. & S.

Aktenham, Br. s.s., 2,410, E. Pilcher, n.s.s., 8th Sept.—Sydney via Manila 16th Aug. Gen.—G. L. & Co.

Yochow, Br. s.s., 1,036, W. McIntosh, 8th Sept.—Wakamatsu 1st Sept., Cort.—B. & S.

Germania, for Koror.  
Feiching, for Canton.

DEPARTED.  
Sept. 8.  
Gneissan, for Yokohama.  
Spectra, for Singapore.  
Munichia, for San Francisco.  
Kwong-sang, for Canton.  
Kailong, for Singapore.  
Kumano, for Calcutta.  
Tientsin, for Delhi.  
Tranquair, for Shanghai.  
Prinz Ludwig, for Europe.  
Germania, for Koror.

PASSENGERS ARRIVED.  
Per s.s. Kwong-sang, arrived 7th Sept., from Shanghai, &c.:—  
Davis, Mrs. Hohsi, Dr.  
Holm, Capt.  
Per s.s. Coblenz, arrived 8th Sept., from Yokohama:—  
Bryan, Dr. H.  
Per s.s. Monteagle, arrived 8th Sept., from Vancouver, &c.:—  
Dendelack, Miss Korr, G. W.  
Carnford, W. J. McCombie, E. J.  
Goodale, Mr. and Olsen, Miss E.  
Mrs. E. B. Robertson, W. M.  
Hansen, J. W. A. Rogers, Rev. and Gilman, Mr. and Mrs. T. W. W.  
Mrs. F. P. Saunders, Mrs. E.  
Per s.s. Prinz Ludwig, arrived 8th Sept., from Yokohama, &c.:—  
Borney, R. W.  
Reddoe, R. E.  
Korner, Miss.  
Chon Po Yiu, Mr. Laurence, R.  
Lo, T. Y.  
Dogen, E. von.  
Nemazee, Mr. & Mrs.  
Ellis, A. R.  
Fritz.  
Parker, Mrs. R.  
Glickstein, Mr. & Mrs.  
H. H.  
Souza, Mr. & Mrs.  
de.  
Grafbrand.  
Harth-Olsen, E.  
Stewart, A. D.  
Ho Kon Yung, Mrs.  
Tobias, L. A.  
Ho Shai Kit, Mr.  
White, D.  
Yang Gang Yu.  
Jolly, William.  
Yang Yung Law.

## COMMERCIAL.

## EXCHANGE.

## Selling.

T.T.	1/9 1/2
Demand	1/9 9/16
80 d/s	1/9 1/4
60 d/s	1/9 11/16
4 m/s	1/9 1/2
T.T. Shanghai	75 1/2
T.T. Singapore	75 1/2
T.T. Japan	88 1/2
T.T. India	184
Demand India	184 1/2
T.T. San Francisco and New York	48 1/2
T.T. Japan	108
T.T. Manila	183 1/2
T.T. France	2.25

## Buying.

4 m/s. L/C	1/10
4 m/s. D/P	1/10 1/4
6 m/s. L/C	1/10 1/4
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6 m/s. do.	2.32 1/2
Bar Silver	2.24 1/2
Bank of England rate	2.25
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## VESSELS IN PORT.

## STEAMERS.

Brand, Nor. s.s., 1,519, W. Evenson, 6th Sept.—Manila 3rd Sept. Ballast.—T. & Co.  
Capri, Ital. s.s., 2,711, P. Pignati, 6th Sept.—Bombay and Singapore 30th Aug. Gen.—C. & Co.

Childar, Br. s.s., 1,102, H. Nilsson, 4th Sept.—Bangkok 26th Aug., and Hoihow 3rd Sept. Gen.—T. & Co.

Chiyo Maru, Jap. s.s., 1,436, W. W. Green, 5th Sept.—San Francisco 9th and Yokohama 26th Aug. Mails and Gen.—T. K. K.

Cowrie, Am. s.s., 3,155, Jackson, 2nd Sept.—San Francisco 31st July and Yokohama 24th Aug. Bulk oil.—A. P. Co.

Daigi Maru, Jap. s.s., 846, H. Maruyama, 6th Sept.—Swatow 5th Sept. Gen.—O. S. K.

Don of Ogi, Br. s.s., 2,521, A. White, 7th Sept.—Vladivostok 24th Aug. Gen.—Mitsui Bishi.

Drufar, Nor. s.s., 1,102, J. Bing, 17th Aug.—Bangkok 9th and Swatow 16th Aug. Gen.—Kin Tay Loong.

Fri, Nor. s.s., 860, C. Wagle, 7th Sept.—Canton 6th Sept. Beans and Gen.—A. T. & Co.

Halvand, Nor. s.s., 1,066, C. Anderson, 7th Sept.—Bangkok 1st and Hoihow 6th Sept. Gen.—A. T. & Co.

Isaba Maru, Jap. s.s., 3,837, S. Tomimaga, 4th Sept.—Shanghai 1st Sept. Gen. and Coal.—N. Y. K.

Johanna, Ger. s.s., 952, M. Ipland, 6th Sept.—Swatow 5th Sept. Gen.—J. & Co.

Kohlschlag, Ger. s.s., 1,292, Rositsky, 1st Sept.—Bangkok and Swatow 23rd Aug. Rice.—B. & S.

Laertes, Br. s.s., 2,340, O. E. Page, 7th Sept.—Saigon 3rd Sept. Rice and Gen.—Wo Fat Sing.

Largo Law, Br. s.s., 2,541, R. E. Kellett, 5th Sept.—Geymen 2nd Aug. Ballast.—Eng-Lok Tong.

Locksaw, Ger. s.s., 1,189, W. Taubert, 3rd Sept.—Kohlschlag 26th Aug., and Hoihow 2nd Sept. Rice and Wood.—B. & S.

Loong Sang, Br. s.s., 1,093, Leach, 5th Sept.—Manila 2nd Sept. Gen.—J. M. & Co.

Lucerna, Br. s.s., 2,072, A. L. French, 25th Aug.—Palembang 2nd Aug.—A. P. & Co.

Marie, Ger. s.s., 1,169, Schlichter, 2nd Sept.—Saigon 31st Aug. Rice.—J. & Co.

Manila Maru, Jap. s.s., 5,248, M. Fujibayashi, 5th Sept.—Manila 1st Sept. Coal.—Order.

Nord, Nor. s.s., 1,134, E. Jones, 5th Sept.—Fuzhou 3rd Sept. Kerosene oil.—A. P. & Co.

Pheumpanh, Br. s.s., 1,066, Jas. H. Scott, 31st Aug.—Saigon 27th Aug. Gen.—Wo Fat Sing.

Quarta, Dutch s.s., 1,146, T. D. Nielsen, 3rd Sept.—Amoy 2nd Sept. Gen.—J. C. J. L.

Rabi, Br. s.s., 1,408, S. A. Crosby, 7th Sept.—Phil. Islands 4th Sept. Gen.—S. T. & Co.

Saint Patrick, Br. s.s., 2,094, J. Farley, 7th Sept.—Port Swettenham 31st Aug. Gen.—D. & Co.

Szechuen, Br. s.s., 1,142, Jones, 5th Sept.—Hongkong 2nd Sept. Coal.—B. & S.

Tjipapas, Dut. s.s., 2,444, A. Oldenburger, 6th Sept.—Batavia 26th Aug. Gen.—J. C. J. L.

Tourigian Maru, Jap. s.s., 2,081, Wetanbo, 6th Sept.—Moji 31st Aug. Coal.—M. D. K.

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